

Remarks

The Office Action mailed February 13, 2006, and made final, has been carefully reviewed and the foregoing amendment has been made in consequence thereof.

Claims 1-18 are now pending in this application. Claims 1-18 stand rejected.

The rejection of Claims 6-7 under 35 U.S.C. § 102(b) as being anticipated by Hess et al. (U.S. Patent 6,058,417) ("Hess") is respectfully traversed.

Hess describes an online commerce site for information presentation and management in an online trading environment. The web server is used to communicate information between clients (205) and servers (210). The online commerce site (400) includes a listing server (410), a thumb server (430) and a thumb building machine (450). The site allows servers (210) to post descriptions and thumbnail pictures of items for sale on site (400). Listing server (410) and thumb server (430) compile the posted information and put it in a format that allows clients (205) to view items for sale. Notably, the online commerce site described in Hess is hosted by a third party, isolated from the clients. Moreover, neither listing server (410) nor thumb server (430) are controlled and operated by the clients. Rather the client sellers upload information and thumbnails related to an item for sale, and the client buyers download the information and thumbnails to a web browser. As such, Hess does not describe nor suggest a first server controlled and operated by a first business entity and a second server controlled and operated by a second business entity, wherein a collaborative web-site enables access to both servers. Rather, in contrast to the present invention, Hess describes an online commerce site linked to servers **controlled and operated by a third party**, wherein buyers and sellers can post information related to the sale of an item onto the servers.

Claim 6 recites, a system for communicating aircraft and aircraft engine information to a user via a computer including a browser, wherein the system comprises "a first server system controlled and operated by a first business entity comprising a first web server and a

first database . . . a second server system controlled and operated by a second business entity comprising a second web server and a second database . . . data stored in said first server system database accessible to the user browser via said second server system, data stored in said second server system database accessible to the user browser via said first server system.”

Hess does not describe nor suggest a system for communicating aircraft and aircraft engine information as is recited in Claim 6. More specifically, Hess does not describe nor a system for communicating aircraft and aircraft engine information including a first server controlled and operated by a first business entity and a second server controlled and operated by a second business entity, wherein the two business entities can access each server via a web browser. Rather, in contrast to the present invention, Hess describes an online commerce site linked to servers **controlled and operated by a third party**, wherein buyers and sellers can post information related to the sale of an item onto the servers.

Accordingly, for at least the reasons set forth above, Claim 6 is submitted to be patentable over Hess.

Claim 7 depends from independent Claim 6. When the recitations of Claim 7 are considered in combination with the recitations of Claim 6, Applicants submit that dependent Claim 7 likewise is patentable over Hess.

For the reasons set forth above, Applicants respectfully request that the Section 102 rejection of Claims 6-7 be withdrawn.

The rejection of Claims 1-5, 8-10, 12-16, and 18 under 35 U.S.C. § 103 as being unpatentable over Hess et al. (U.S. Patent 6,058,417) (“Hess”) in view of Garrow et al. (U.S. Patent Application 2002/0194160 A1) (“Garrow”) is respectfully traversed.

Hess is described hereinabove. Garrow describes a system for managing a configuration of mechanical equipment. The system includes a maintenance input/output device (10), an engineering input/output device (12), and a supervisory input/output device

(14) coupled to a data processing system (16). Data processing system (16) is further coupled to a materials management system (36). Data processing system (16) includes a storage device (20) coupled to a data processor (30) via communications interfaces (18) coupled to data processor (30) via a databus (34). Maintenance input/output device (10) is coupled to the actual configuration database (22) via communications interface (18), supervisory input/output device (14) is coupled to the supervisory database (28) via communications interface (18), and engineering input/output device (12) is coupled to the desired configuration database (24) via communications interface (18). As such a database of configurations of mechanical equipment is maintained in accordance with actual configuration database (22), desired configuration database (24), and supervisory database (28). Notably, Garrow does not describe nor suggest a first server controlled and operated by a first business entity and a second server controlled and operated by a second business entity, wherein a collaborative web-site enables access to both servers.

Claim 1 recites, a method for communicating aircraft and aircraft engine information using a system including a first server system controlled and operated by a first business entity and a second server system controlled and operated by a second business entity, the first server system including a first web server hosting a web site of the first business entity and a first database including data owned by the first business entity, the second server system including a second web server hosting a web site of the second business entity and a second database including data owned by the second business entity, wherein the method comprises the steps of “coupling the first web server to the first database controlled by the first business entity, wherein the first web server populates a first web site with data from the first database . . . coupling the second web server to the second database controlled by the second business entity, wherein the second web server populates a second web site with data from the second database. . . synchronizing the first web site and the second web site to function together as a collaborative web site. . . selectively accessing the first web site and the data stored in the first server system database by the second business entity via the collaborative web site . . . selectively accessing the second web site and the data stored in the second server system database by the first business entity via the collaborative web site.”

Neither Hess nor Garrow, considered alone or in combination, describe or suggest a method for communicating aircraft and aircraft engine information as is recited in Claim 1. More specifically, neither Hess nor Garrow, considered alone or in combination, describe nor suggest a method for communicating aircraft and aircraft engine information including the step of synchronizing a first and a second website such that a first business entity can access data on a server database controlled by a second business entity and the second business entity can access data on a server database controlled by the first business entity. Rather, in contrast to the present invention, Hess describes an online commerce site linked to servers **controlled and operated by a third party**, wherein buyers and sellers can post information related to the sale of an item onto the servers, and Garrow merely describes a database of mechanical equipment information.

Accordingly, for at least the reasons set forth above, Claim 1 is submitted to be patentable over Hess in view of Garrow.

Claims 2-5 depend from independent Claim 1. When the recitations of Claims 2-5 are considered in combination with the recitations of Claim 1, Applicants submit that dependent Claims 2-5 likewise are patentable over Hess in view of Garrow.

Claims 8-10 depend from independent Claim 6. Specifically, Claim 6 recites, a system for communicating aircraft and aircraft engine information to a user via a computer including a browser, wherein the system comprises “a first server system controlled and operated by a first business entity comprising a first web server and a first database . . . a second server system controlled and operated by a second business entity comprising a second web server and a second database . . . data stored in said first server system database accessible to the user browser via said second server system, data stored in said second server system database accessible to the user browser via said first server system.”

Neither Hess nor Garrow, considered alone or in combination, describe or suggest a system for communicating aircraft and aircraft engine information as is recited in Claim 6. More specifically, neither Hess nor Garrow, considered alone or in combination, describe nor

suggest a system for communicating aircraft and aircraft engine information including a first server controlled and operated by a first business entity and a second server controlled and operated by a second business entity, wherein the two business entities can access each server via a web browser. Rather, in contrast to the present invention, Hess describes an online commerce site linked to servers **controlled and operated by a third party**, wherein buyers and sellers can post information related to the sale of an item onto the servers, and Garrow merely describes a database of mechanical equipment information.

Accordingly, for at least the reasons set forth above, Claim 6 is submitted to be patentable over Hess in view of Garrow.

Claims 8-10 depend from independent Claim 6. When the recitations of Claims 8-10 are considered in combination with the recitations of Claim 6, Applicants submit that dependent Claims 8-10 likewise are patentable over Hess in view of Garrow.

Claim 12 recites, a database structure configured to be protected from access by unauthorized individuals, wherein the database structure includes “a first database . . . a second database . . . said first database coupled to a first server system controlled and hosted by the aircraft engine manufacturer, said second database coupled to a second server system controlled and hosted by the business partner of the aircraft engine manufacturer . . . said first database linked to a first web site configured to be populated with data from said first database, said second database linked to a second web site configured to be populated from said second database, said first web site and said second web site synchronized to function together as a collaborative web site”

Neither Hess nor Garrow, considered alone or in combination, describe or suggest a database structure as is recited in Claim 12. More specifically, neither Hess nor Garrow, considered alone or in combination, describe nor suggest a database structure including a first database coupled to a first server controlled by a first business entity and a second database coupled to a second server controlled by a second business entity, wherein the first business entity can access the second database and the second business entity can access the first

database. Rather, in contrast to the present invention, Hess describes an online commerce site linked to servers **controlled and operated by a third party**, wherein buyers and sellers can post information related to the sale of an item onto the servers, and Garrow merely describes a database of mechanical equipment information.

Accordingly, for at least the reasons set forth above, Claim 12 is submitted to be patentable over Hess in view of Garrow.

Claim 13 recites, a web-based communications system including “a first server system controlled and operated by an aircraft engine manufacturer and comprising a first web server and a first database . . . a second server system controlled and operated by a business partner and comprising a second web server and a second database . . . data stored in said first server system database selectively accessible to said browser via said second server system, data stored in said second server system database is selectively accessible to said browser via said first server system.

Neither Hess nor Garrow, considered alone or in combination, describe or suggest a web-based communications system as is recited in Claim 13. More specifically, neither Hess nor Garrow, considered alone or in combination, describe nor suggest a web-based communications system including a first database controlled by an aircraft engine manufacturer and accessible to a business partner, and a second database controlled by the business partner and accessible to the aircraft engine manufacturer. Rather, in contrast to the present invention, Hess describes an online commerce site linked to servers **controlled and operated by a third party**, wherein buyers and sellers can post information related to the sale of an item onto the servers, and Garrow merely describes a database of mechanical equipment information.

Accordingly, for at least the reasons set forth above, Claim 13 is submitted to be patentable over Hess in view of Garrow.

Claims 14-16 and 18 depend from independent Claim 13. When the recitations of Claims 14-16 and 18 are considered in combination with the recitations of Claim 13, Applicants submit that dependent Claims 14-16 and 18 likewise are patentable over Hess in view of Garrow.

For the reasons set forth above, Applicants respectfully request that the Section 103 rejection of Claims 1-5, 8-10, 12-16, and 18 be withdrawn.

The rejection of Claims 11 and 17 under 35 U.S.C. § 103 as being unpatentable over Hess et al. (U.S. Patent 6,058,417) (“Hess”) in view of Garrow et al. (U.S. Patent Application 2002/0194160 A1) (“Garrow”), and further in view of Glass (U.S. Patent 6,278,965) is respectfully traversed.

Hess and Garrow are described hereinabove. Glass describes a data management system which uses data generated at different rates. The system includes a real-time surface traffic advisor (100) including an executive subsystem (102), an information subsystem (104), an input management subsystem (106), a prediction subsystem (108), and a client interface subsystem (110). The system is used to interconnect air traffic control, the airline, and the airport to facilitate information sharing and improved taxi queuing. Notably, Glass does not describe nor suggest a first server controlled and operated by a first business entity and a second server controlled and operated by a second business entity, wherein a collaborative web-site enables access to both servers.

Claim 11 depends from independent Claim 6. Specifically, Claim 6 recites, a system for communicating aircraft and aircraft engine information to a user via a computer including a browser, wherein the system comprises “a first server system controlled and operated by a first business entity comprising a first web server and a first database . . . a second server system controlled and operated by a second business entity comprising a second web server and a second database . . . data stored in said first server system database accessible to the user browser via said second server system, data stored in said second server system database accessible to the user browser via said first server system.”

None of Hess, Garrow and Glass, considered alone or in combination, describe or suggest a system for communicating aircraft and aircraft engine information as is recited in Claim 6. More specifically, none of Hess, Garrow and Glass, considered alone or in combination, describe nor suggest a system for communicating aircraft and aircraft engine information including a first server controlled and operated by a first business entity and a second server controlled and operated by a second business entity, wherein the two business entities can access each server via a web browser. Rather, in contrast to the present invention, Hess describes an online commerce site linked to servers **controlled and operated by a third party**, wherein buyers and sellers can post information related to the sale of an item onto the servers, and Garrow merely describes a database of mechanical equipment information, and Glass describes a system for facilitating information sharing at an airport.

Accordingly, for at least the reasons set forth above, Claim 6 is submitted to be patentable over Hess in view of Garrow and further in view of Glass.

Claim 11 depends from independent Claim 6. When the recitations of Claim 11 are considered in combination with the recitations of Claim 6, Applicants submit that dependent Claim 11 likewise is patentable over Hess in view of Garrow and further in view of Glass.

Claim 17 depends from independent Claim 13. Specifically, Claim 13 recites, a web-based communications system including “a first server system controlled and operated by an aircraft engine manufacturer and comprising a first web server and a first database . . . a second server system controlled and operated by a business partner and comprising a second web server and a second database . . . data stored in said first server system database selectively accessible to said browser via said second server system, data stored in said second server system database is selectively accessible to said browser via said first server system.

None of Hess, Garrow and Glass, considered alone or in combination, describe or suggest a web-based communications system as is recited in Claim 13. More specifically, none of Hess, Garrow and Glass, considered alone or in combination, describe nor suggest a

web-based communications system including a first database controlled by an aircraft engine manufacturer and accessible to a business partner, and a second database controlled by the business partner and accessible to the aircraft engine manufacturer. Rather, in contrast to the present invention, Hess describes an online commerce site linked to servers **controlled and operated by a third party**, wherein buyers and sellers can post information related to the sale of an item onto the servers, and Garrow merely describes a database of mechanical equipment information, and Glass describes a system for facilitating information sharing at an airport.

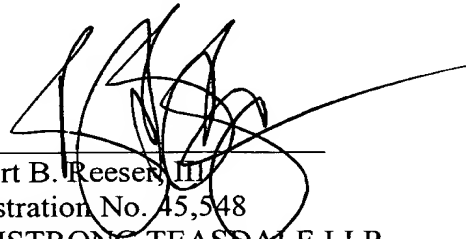
Accordingly, for at least the reasons set forth above, Claim 13 is submitted to be patentable over Hess in view of Garrow and further in view of Glass.

Claim 17 depends from independent Claim 13. When the recitations of Claim 17 are considered in combination with the recitations of Claim 13, Applicants submit that dependent Claim 17 likewise is patentable over Hess in view of Garrow and further in view of Glass.

For the reasons set forth above, Applicants respectfully request that the Section 103 rejection of Claims 11 and 17 be withdrawn.

In view of the foregoing amendments and remarks, all the claims now active in this application are believed to be in condition for allowance. Reconsideration and favorable action is respectfully solicited.

Respectfully Submitted,



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